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Photograph courtesy U. S. Department of Agriculture

BEES FORM A FLYING SQUADRON FOR A MASS MOVING-DAY

When bees in spring or early summer feel the need for *lebensraum* (the "room to live" demanded by expanding nations), they migrate in a buzzing cloud from their old hive and settle in a tightly packed mass on some convenient object while scouts go out to search for a new dwelling. The Gulliver who towers above the swarming Lilliputians in the picture has collected the migrating colony and is solving their housing problem to his own advantage. A Pennsylvania preacher is credited with having first moved bees from the ages-old bullet-shaped hives into the wooden cubicles, with removable top and bottom, that serve as the modern honey factory (Bulletin No. 3).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Murmansk: Russia's Arctic Port of "Missing Ships"

MURMANSK, the haven for the German liner *Bremen* which disappeared mysteriously at the outbreak of the war, gave anchorage to another "missing ship" late last month when the captured American freighter *City of Flint* was brought into the harbor by a German prize crew. Ordinarily visited chiefly by ships which exploration or necessity has driven into the Arctic Ocean, Murmansk has recently received more world attention than at any time since the World War.

Well within the shelter of deep Kola Bay, Murmansk stands at the strategic spot where the end of the Gulf Stream meets the terminus of the world's most northern railway. The Gulf Stream makes Murmansk the only ice-free port on the Soviet Union's north coast, and for this reason the railroad makes its tortuous way across the Arctic Circle to the port from Leningrad more than 600 air miles south.

Harbor Is Ice-Free Year Round

Because of the warmth which the Gulf Stream retains even after crossing the Atlantic Ocean, this port, just east of the Finnish border, is open throughout the winter and has the temperature of Moscow more than nine hundred miles south. It is farther north than Iceland and almost as near the Pole as northern Alaska.

The development of Murmansk started about twenty-five years ago. Then it resembled a town of America's pioneer West. The buildings were of logs, since replaced by modern homes with electric light and running water. Its population now is upwards of 10,000.

The Murmansk-Leningrad railroad is an outstanding Soviet engineering achievement. Running eastward around the southern shore of Lake Ladoga, the road turns north on the western shores of Lake Onega, connecting with Parandovo, Kem, Kovda, and Kandalaksha. More than two-thirds of the 900-mile roadbed has been constructed since 1914 through almost impenetrable forests and over swamps, bogs, and frozen lakes. It crosses 1,110 bridges. Forests of fir and birch line the route northward as the rails pass by the Gulf of Kandalaksha, through the valley of the Kola River, and drop down to the shores of the deep Kola Gulf with its high walls on either side. The road passes Khibini on the Kola Peninsula where an experimental station is pioneering in Arctic agriculture and promising the region its own vegetables and milk. The railway now is being electrified.

Compass Deflected by Iron Deposits

Ships sailing the 30 miles of the gulf from Murmansk to the Barents Sea cannot follow the compass, because it is deflected by the immense iron deposits on either side. The peninsula is rich in other minerals which promise future metallurgical and industrial development of the region.

Near Murmansk is located a phosphorus works, mineral concentration plant, and electrical power plant. Motor highways are under construction, and a broadcasting station is in operation. Murmansk has also a large cold storage plant, a canning factory, a dock yard and ship repair works, a coopery, glue factory, and other industrial establishments.

Cod, shark, and herring fisheries bring more than 200,000 tons of fish to the Murmansk wharves annually.

On the chief square in Murmansk stands a monument to the Russians who died defending the territory against the Allied advance south along the railway, in 1918. Murmansk had been a center of British and American military operations.

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Photograph by W. Robert Moore

A EUROPEAN WAR MEMORIAL BROODS OVER THE SKYSCRAPING NEW YORK OF THE ORIENT

With a World War memorial, and the highest skyline of the East, Shanghai's Bund has very little Chinese atmosphere. Launches and lighters bring ocean traffic to riverside landings from liners moored at the mouth of the river. Handcarts, rickshaws, wheelbarrows, and coolie-back transportation among the automobiles are traces of the Chinese foundation upon which Westerners have built one of the Orient's greatest ports (Bulletin No. 5).

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India's Vast Patchwork Makes Stubborn Problem for Britain

RESIGNATIONS threatened by the India Congress in protest against Britain's postponement of India's Dominion status until "after the European war" attract attention to one of the world's most complex forms of government.

Geographic, racial, religious, cultural and political forces combine in India to produce a vast patchwork of loosely woven and conflicting human relationships.

New Constitution Only Partly in Effect

In 1935, India received from the British Parliament a new constitution which was for the first time to throw a single mantle over the varied peoples of that crowded peninsula. The 11 provinces of British India, together with the more than 560 Indian States, were eventually to be joined in a federation which would administer the common affairs of both. In 1937, provincial autonomy in the British Provinces was initiated to give some 270,000,000 people a measure of self-government. The proposed federal government has not gone into operation. Various parties within the British Provinces oppose it, demanding more independence, and it cannot go into effect without the cooperation of the princes whose domains include at least half of the Indian States' total population.

India's very size and its complex geographic nature make for lack of unity. With 6,000 miles of land frontier and 5,000 miles of seaboard, it has an area of more than 1,808,000 square miles. Within the bounds of the familiar cone-shaped peninsula are found some of the highest mountains, heaviest rainfall, and hottest spots on earth, and one of the world's most extensive plains, stretching more than 2,000 miles from the Arabian Sea to the Bay of Bengal.

All India, including both the British Provinces and the Indian States, has a population exceeding 350,000,000. One-fourth live in the semi-independent Indian States—some hardly more than estates—ruled by Indian princes. The inhabitants of India comprise, roughly, between one-fifth and one-sixth of the entire human family.

Land of Dramatic Extremes

India's millions present all shades of social and economic variation, from fabulously rich Maharajahs to the poverty-stricken Untouchables. With the blood of many races in their veins, they speak more than 200 languages and dialects, and practice innumerable religions, some of which are bitterly hostile to one another. India has a Moslem population of some 77,000,000—the largest in the world. Yet this huge group is only a fraction as large as the still vaster Hindu group, which counts nearly 240,000,000 adherents.

On a colored map India shows up graphically as a political patchwork of divisions and subdivisions. The two major divisions are British India, with its 11 provinces governed by representatives of the Crown, and the more than 560 native States, ruled with varying degrees of power by princes subject to British influence. In addition there are certain Chief Commissioners' provinces and "Excluded Areas" considered not yet ready for the new constitution. Burma, under the terms of the 1935 Government of India Act, was separated from India. How complicated is the general governing machinery is evident from the fact that the Act contains more than 200 pages. By comparison, the United States Constitution, as reproduced in the average textbooks, covers less than 20 pages.

No less far-flung are the economic problems of this vast segment of the human race. Primarily the home of an agricultural people, with more than 100,-

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A more recent development adding to the importance of the port is the opening for three months of the year of the northern sea route from Murmansk to Vladivostok on the Pacific Coast, 6,000 miles eastward. This route has been made possible by the building of four new icebreakers of 12,000 tons each with Diesel engines developing 10,000 horsepower.

From Murmansk north to the mouth of Kola Bay the temperatures grow warmer, and the 24-hour days of the unsetting summer sun deprive the region of its Arctic aspect. Arbutus and forget-me-nots grow in sheltered places, and fields blossom with heather shading from pink to purple. Before the Soviet Union began its campaign for developing the port, Murmansk was almost exclusively a summer town, populated by fishermen who migrated there for the mid-year weeks of milder weather. The chief permanent inhabitants of the region were Lapps, who made their capital a few miles south at Kola. Wearing clothes of reindeer hide and fur, and living on a diet of reindeer meat and milk, the Lapps migrate with the season in search of grazing for their reindeer herds (illustration, below).

Note: Additional information about Murmansk and the Murman coast is found in "The Nomads of Arctic Lapland" including a map, page 645, on which Murmansk can be located readily, *National Geographic Magazine*, November, 1939; and "The Murman Coast," April, 1919.

The Murman coast may be located on The Society's Map of Europe and the Mediterranean, issued as a supplement to the April, 1938, *National Geographic Magazine*. Unfolded copies may be obtained at 50c (paper) and 75c (linen) from the Washington, D. C., headquarters of The Society.

Bulletin No. 1, November 13, 1939.

Photograph by Borg Mesch

ARCTIC WEATHER HAS TAUGHT THE LAPP ELEVEN DIFFERENT WORDS FOR "COLD"

Murmansk is saved by the Gulf Stream from the extreme cold of inland Russia. The coldest spot on the bay shores around Murmansk is Kola, to the south, which was for a time the capital of the Russian Lapps. The chilly Lapp vocabulary contains eleven words for "cold," twenty words for "ice," twenty-six for the processes of freezing and thawing, and forty-one for varieties of snow. Nomadic tent-dwelling Lapps wander from Murmansk west into Finland, Sweden, and Norway, in clothes of bright colors that contrast with the snow. Moccasins of reindeer hide take them across winter snows and the grass of the short Arctic summer.

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The Bee Now Dieted for Farm Work

TEACHING the bee to like honey and putting her to work on the farm like other live stock are steps in a new development about which Russian apiaries are humming. Bees can increase the yield of a crop by carrying pollen from one flower to another on their day-long honey hunt. Singling out a crop which does not ordinarily tempt bee appetites, Soviet scientists extracted syrup from the flowers and fed it to the fussy insects. As a result, the bees addicted to their new diet now seek it in the fields, and reports from the U.S.S.R. hint of crop increases all along the bee line which "taste-conditioned" bees make to their new flower favorites.

European "White Man's Fly" an Immigrant to America

The world over, the bee chooses flowers more carefully than humans do, for she refuses to mix her flavors. When she starts sipping from one variety of blossom, she will fly for miles, if necessary, seeking others of the same variety, so that the honey will be pure. This strict selectiveness of insect diet gives the world some distinctive honey, such as the Greek honey of Mount Hymettus and the American brands flavored with star thistle or purple alfalfa or tulip tree blossoms.

The bee that has acres of blooms for *à la carte* gourmandizing naturally fattens the honeycomb more quickly than the underprivileged insect with a scant *table d'hôte* of assorted wildflowers widely scattered. Rolling acres of clover provide the principal raw material for the buzzing honey-makers in the United States.

California, where the American honey tide rises highest, encourages the bee industry with fragrant orange and sage blossoms. Michigan and Ohio, however—the next most honey-flowing States—serve miles and miles of clover for their bees to drink. Iowa and New York are also chiefly clover States, but their hives produce such tasty variations as raspberry and buckwheat honey. Texas turns its bees out to graze on cotton blossoms and mesquite, with results that place the State among the half-dozen most honey-sweetened.

The bee is a tidy little European immigrant that has made good in the United States sweets industry. Her secret formula for making sugar from flowers is ages older than man's way of extracting it from cane or beets. Sting-defying Egyptians are supposed to have domesticated the bee. During Old Testament times the insect was well established in the business of making a golden syrup that became the Biblical symbol for the plenty of Paradise. European settlers, finding no native honeybees in America, brought bee colonists to the New World. Indians marveled ceaselessly at the hard-working "white man's fly."

Hard Work Literally Wears Out the Bee

Bee-colonizing now is a larger industry in the United States than in colonial days. A hive of bees in the long winters of the northern States devours about fifty pounds of honey and produces none; keepers find it less expensive to buy a southern queen to start a fresh colony in the spring than to feed the old one through honeyless winter months. Alabama leads the nation as a bee-employment bureau, shipping queens from bee stock-farms to winter-weary hives in the north. This year's shipments carried an estimated 70,000 Alabaman queens to inject a southern accent into northern honey.

The regal coach in which Her Insect Majesty travels is a wire and wood box no larger than a deck of cards. Her royal tour takes place by mail. A dozen ladies in waiting make the journey with her, humming busily over rations of sugar-

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000,000 of them making their living by farming, forestry, and stock raising, India is also one of the growing industrial regions of the world.

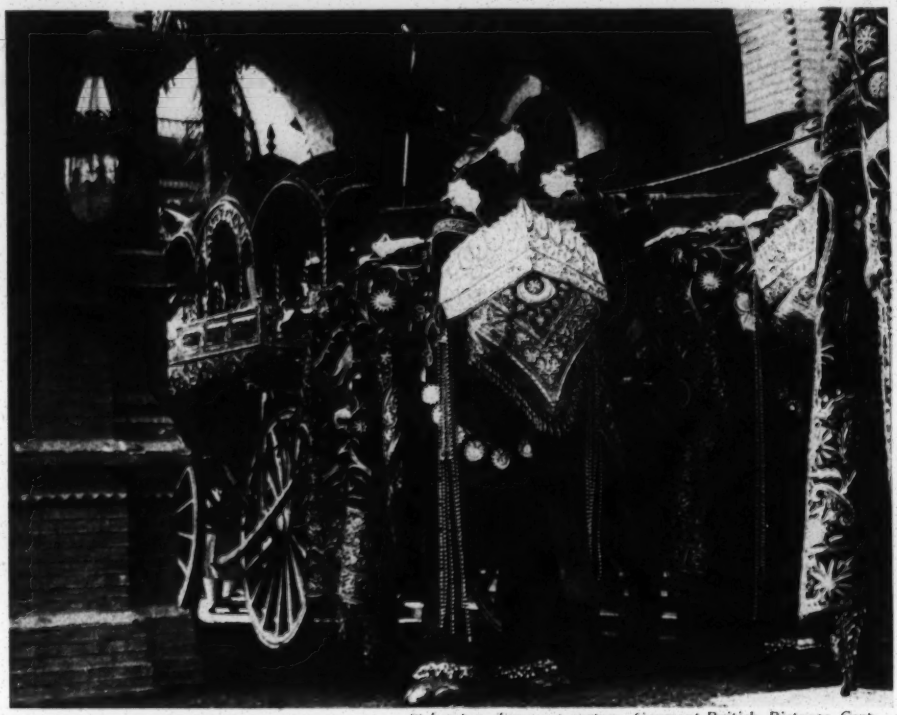
Although the percentage of workers is small compared with the number of farmers, in the aggregate the figure represents the big business of employing more than 15,000,000 persons, with an increasing proportion of women. Moreover, the number of industrial workers is also steadily increasing. Despite the teachings of Mahatma Gandhi in favor of handicraft and homework, factory workers last year were at the highest level in history, especially in cotton textile and jute industries.

As a producer of manufactured articles, India has been rated eighth among the industrial states of the world. Production of pig iron has increased from 300,000 tons in 1920 to 1,669,000 tons in 1937. Steel rose from 113,000 tons to nearly a million tons. India has important reserves of such varied minerals as coal, manganese, chromium, salt, petroleum, silver, iron ore, and precious stones.

Chief among the industries are cotton and silk weaving, shawl and carpet weaving, wood carving and metal work. The tea industry employs 899,000 workers.

Note: See also "Nature's Most Amazing Mammal," *National Geographic Magazine*, June, 1934; "Aerial Conquest of Everest," August, 1933; "Flying the World," June, 1932; "First Over the Roof of the World by Motor," March, 1932; "Five Thousand Temples of Pagan," October, 1931; "On the World's Highest Plateaus," March, 1931; "Working Teak in the Burma Forests," August, 1930; "House-Boat Days in the Vale of Kashmir," October, 1929; "Pathfinder of the East" (Vasco da Gama), November, 1927; "Streets and Palaces of Colorful India" (color insert), July, 1926; and "Tiger-Hunting in India," November, 1924.

Bulletin No. 2, November 13, 1939.



© *London Times*—*Courtesy Gaumont-British Pictures Corp.*

A MODERN MAHARAJAH'S ELEPHANT TAXI IS DECKED OUT WITH BARBARIC POMP

Around the fringes of the industrial India of today lingers the medieval splendor of the native princes, such as those of Nepal on India's northwestern corner. The Maharajah of Darbhanga travels in a domed cart with giant wheels, drawn by a team of elephants wearing necklaces, ear-pendants, anklets, plumed caps, and sumptuously embroidered overcoats. A third elephant leads them (off picture, right). In Nepal slavery was abolished in 1925; torture and mutilation were legal punishments until a century ago.

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U. S. Talks Trade with Customer-Competitor, Argentina

CANNED beef, onyx, grapes, wool, and quebracho wood were some of the subjects that bobbed up during recent discussion in Washington of Argentine trade. The price of beef and the duty on wool and other Argentine exports were considered during negotiations preliminary to a reciprocal trade treaty between the United States and the second largest South American country.

A constant and important feature of economic relations between the United States and Argentina is the fact that both of them raise and export many of the same products—for example, wheat and corn, beef and mutton, hides and wool.

Argentina Spent Twice as Much as She Received

From the manifold products of fertile Argentina, however, Uncle Sam has been limiting his purchases mainly to linseed, wool, casein, hides, corn, quebracho logs for use in tanning leather, and preserved meats.

Argentina, on the other hand, is usually one of Uncle Sam's best customers in the automotive field. In addition to automobiles, trucks, and farm implements, Argentine customers place big orders in the United States for important shipments of American motion picture film, steel, chemicals, office equipment, and building materials.

In 1938, Argentina bought from Uncle Sam more than twice as much as she sold to him—a condition attributed to heavy Argentine purchases of machinery and vehicles.

Uncle Sam Helped Customer Become Competitor

Thus the United States has been providing much of the tools and equipment for the large-scale production that has made Argentina a competitor in world markets. From the industrial plants of the United States came plows, seeders, harvesters, and tractors for extensive Argentine grain fields; forests of windmills that now rise from one end of the Argentine plains to the other, pumping up life-giving water for the herds, for small towns, for plantation crops, gardens, and shrubbery. American packing companies moved down to fatten cattle on their own Argentine ranches. Seed wheat from Kansas was exported to South America's southernmost country, where it later produced a crop of more Argentine competition with the United States in world grain markets.

Foreign capital brought Argentina its railways, over which the products of the vast, flat, fertile fields now are raced to port and thence to markets overseas.

With millions of yards of imported wire, the great semi-feudal estates of the Argentine pampas were fenced in. Settlers came, mostly Italians, Spaniards, Englishmen and Irishmen, with a sprinkling of Poles, Germans, Syrians, and others. Prize bulls and blooded stock replaced the wild herds on these Texaslike plains that stretch for more than a million square miles east of the southern Andes. A livestock census gave Argentina in 1937 a cattle population of 33 million head (illustration, next page), some 44 million sheep.

Argentina has the world's largest refrigerating plant. She exports more beef than any other country, most of it going to Great Britain. She supplies over two-thirds of the world's linseed and more than half of its corn. In wheat export, she ranks after Canada; in shipments of lamb and mutton, after New Zealand and Australia; in wool export, after Australia.

In contrast with the horizon-challenging spaces of Argentina's farm and pas-

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and-honey candy. Like the true migrant worker, she arrives in the north for her new job as the blossom season opens.

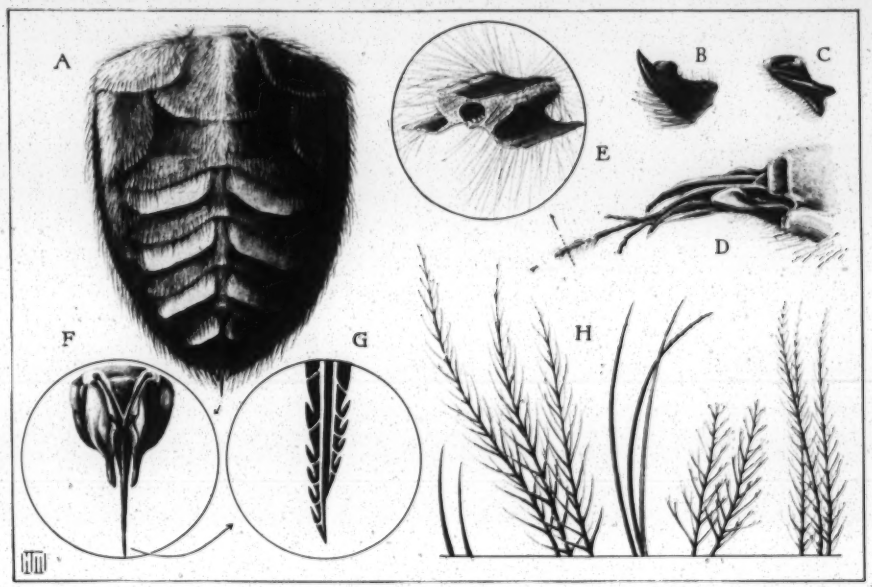
In her new hive, she produces eggs at the rate of 1,500 a day. Three weeks elapse between egg and fluffy young bee, too young to fly but capable of helping out with odd jobs around the hive, such as cleaning the nursery cells or packing the pantries with bee-bread of flower pollen brought in by adults. In ten days the youngsters work their way down to the portals of the hive, where they join the wing fanners of the air-conditioning brigade or the police squads of doormen. Here they test their wings on brief glides and trial flights of a yard or two.

When mature enough to fret at dependence on their elders for food and shelter, the new recruits enter the buzzing ranks of field workers on the hectic dawn-to-dark quest for honey. The honey bee scorns the hand-to-mouth career of her carefree bumble brother. Only four types of bees, out of ten or twelve thousand varieties, store honey. But these work frantically to fill the combs with wax and syrup as security against that rainy day they rarely live to see. A single pound of honey would require one bee's undivided attention for eight years. But workers plunge so frantically into the nectar hunt that their fuzz wears off, their wings fray out. Bald, exhausted, and decrepit, they die at the age of six weeks, and are tossed out of the hive without ceremony by cleanly survivors.

Note: See also "Man's Winged Ally, the Busy Honeybee," *National Geographic Magazine*, April, 1935; and "Exploring the Wonders of the Insect World," July, 1929.

The color pictures of honeybees contained in the April, 1935, *Geographic* mentioned above are included in the list of separate color pictures from the *Magazine* which can be had in packets of 48 and 96 sheets at 30c and 50c a packet respectively. This list will be sent upon request.

Bulletin No. 3, November 13, 1939.



Drawing by Hashime Murayama

THE BUSINESS END OF A BEE, AS CLOSE UP AS THIS, WOULD BE UNCOMFORTABLE IF ALIVE

Arrows from A to F to G show successive enlargements of the stinger. In F, the poison sacs and lancets appear at the base of the stinger. In G, the stinger displays the needle-sharp barbs which are the painful souvenir the bee leaves after a sting. The queen bee has an additional weapon in the spike on her jaw (B), which is absent on the jaw of a worker (C). The bee's mouth (D) is equipped with plumy hairs for collecting pollen and a hollow tongue for gathering nectar (arrow shows where cross-section E is made). Pollen-catching hairs elsewhere on the bee's body are branched like ferns (H).

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Shanghai Has Largest of Numerous U. S. Colonies in China

THE International Settlement of Shanghai has an international police force with foreign troops unofficially patrolling assigned sectors in addition to the official police. The largest forces are those of Great Britain, France, Japan, and the United States, the latter consisting of a regiment of U. S. Marines. With European troops needed at home, more and more of the inhabitants of Shanghai's cosmopolitan International Settlement now are depending on American troops for protection in China's greatest port (illustration, inside cover).

Almost half of the Americans in China live in Shanghai, scattered through the districts allotted for the residence of foreigners. There is no "concession" for Americans anywhere in China to correspond to the barricaded little citadels of other foreign nations in Chinese cities—chiefly British, French, and Japanese. There is, however, a United States Court for China.

U. S. Concessions Once Planned for Chinese Ports

In all, the 1939 count has disclosed that some 7,700 United States citizens are still maintaining residence in China, in spite of the war. This number includes women and children, but does not count the enlisted men in the United States armed forces (Navy and Marine) now on duty in China. In addition to the residents, China has also a wartime quota of venturesome American travelers, reporting to American newspapers, magazines, or newsreels; or pursuing those unidentified missions which take many to the unquestioning Orient.

In the past century, United States concessions were mapped out for Shanghai, for Tientsin, for Amoy, and other ports. But Shanghai's American area was incorporated into the International Settlement, Tientsin's added to the British, Amoy's merged into the general foreign reservation. A Legation Quarter was set up for representatives of the United States at Peiping, and the projected American concessions in other cities were dropped.

Shanghai, of course, leads the list of Chinese cities in which American residents keep United States businesses and governmental agencies interested. The large International Settlement there, together with the French Concession, constitutes a full-fledged foreign metropolis within China's largest metropolis. The foreign areas contain as many people (mostly Chinese) as the entire city of Peiping.

3,300 Americans Beyond Protection of Large Colonies

Peiping has more than 600 Americans, Tientsin more than 400. The only other cities in which more than 75 American residents have remained since Japan has been carrying on military operations in China are Tsingtao, Canton, Nanking, and Hankow.

Previously, American colonies of from 100 to 200 were picturesque parts of a number of less prominent cities, such as Changsha. The number of American residents in China, however, suffered a sharp reduction at the beginning of the war, but since then has remained fairly constant, having been reduced to those who felt compelled to stay.

About 3,300 Americans live outside the bounds of large foreign colonies. They are well distributed throughout China's seven million square miles, either in closely knit little clusters at ports or in hardy twosomes or singletons at the religious missions scattered inland, frequently separated by days of primitive travel from

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toral lands, her capital at Buenos Aires is a concentration of men and industry. Greater Buenos Aires holds more than three million people, or about one-quarter of the country's entire population. Its workers keep a busy factory life humming for both domestic and foreign-financed industries which produce foods, textiles, paper, rubber, and leather goods.

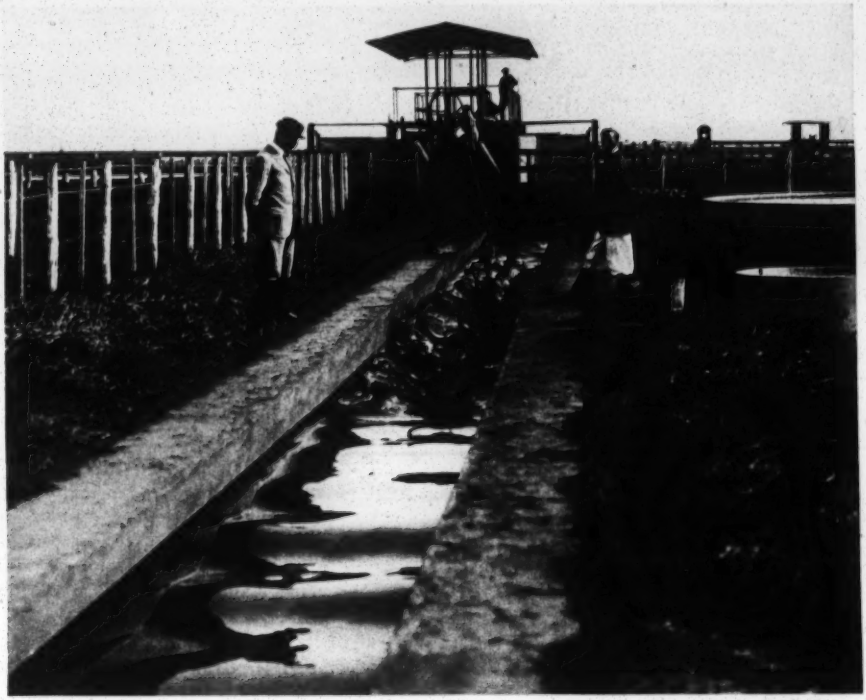
The commercial heart of the nation and most important port of South America, Buenos Aires has some 60 banking institutions. These include branches of banks of the United States, Great Britain, Germany, Italy, Spain, Canada, and The Netherlands. With its wide avenues, parks, and swimming pools, its packing plants, smart shops, tall buildings, slums, and show places, it has been variously called the "Chicago," "Los Angeles," and "Paris" of South America.

Note: See also "Buenos Aires: Queen of the River of Silver," *National Geographic Magazine*, November, 1939; "Bonds Between the Americas," December, 1937; "Life on the Argentine Pampa," October, 1933; "Buenos Aires to Washington by Horse," February, 1929; and "How Latin America Looks from the Air," October, 1927.

The reproductions of eight paintings of the Argentine Gauchos (Plainsmen) by Cesáreo Bernaldo de Quirós, exhibited in the United States a few years ago and published in the October, 1933, *Geographic* mentioned above, are included in the list of separate color pictures from the *National Geographic Magazine*, which can be had in packets of 48 and 96 sheets at 30c and 50c a packet respectively. This list will be sent upon request.

See also The Society's Map of South America published as a supplement to the December, 1937, issue of the *National Geographic Magazine*. Unfolded copies can be had from The Society's Washington, D. C., headquarters at 50c (paper) and 75c (linen).

Bulletin No. 4, November 13, 1939.



Photograph by H. G. Olds

DUNKING CATTLE FOR THEIR HEALTH IS THE MODERN GAUCHO'S JOB

The hard-riding cowboy plainsman, or "gaucho," of the Argentine pampa once used his riding skill, his curved knife, and his boleadora (a South American version of the lasso) to catch wild cattle roving the plains. Now blooded live stock, carefully herded within fences, is the mainstay of Argentina's big beef and leather business. As protection against ticks and other parasites, cattle are driven single file into a chute where they slide down with a splash into a creosote bath. By the time they swim out, they have been effectively disinfected.

the company of their compatriots. (Missionaries have long claimed exemption from the old Manchu ban which restricted foreigners to residence in a few designated cities, to protect Chinese manners and morals from alien crudities.) Uncle Sam maintains fourteen diplomatic and consular stations, counting a "refugee" embassy at Chungking, to keep in touch with his far-flung nephews and nieces for their protection.

Note: Additional references about Shanghai, largest United States colony in China, and other settlements of expatriate Americans will be found in "Changing Shanghai," *National Geographic Magazine*, October, 1937; "Peiping's Happy New Year," December, 1936; "Coastal Cities of China," November, 1934; "Cosmopolitan Shanghai, Key Seaport of China," September, 1932; and "Some Impressions of 150,000 Miles of Travel," May, 1930.

See also in the GEOGRAPHIC NEWS BULLETINS: "Shanghai, China's Biggest and Busiest City," October 16, 1933.

Bulletin No. 5, November 13, 1939.

Photograph by Alfred T. Palmer

SHANGHAI'S INTERNATIONAL SETTLEMENT TAKES INTERNATIONAL FINANCE IN ITS STRIDE

Banks, hotels, and business offices along the Bund in Shanghai require the services of the traditional Chinese coolie even for their Western-style business deals. The coolies are transporting bars of silver from a bank to a dock as a routine carrying job, without guards, spectators, or other special attention to their valuable cargo. The coolies (center) have let their burden become unbalanced, and the silver must be stacked again in the ropes which swing from the stick across the two carriers' shoulders. Business deals in early Shanghai (less than ninety years ago) were made in terms of the Mexican peso, but Chinese silver has since been introduced.

NOTICE: Many subscriptions to the GEOGRAPHIC NEWS BULLETINS will expire with the next issue, November 20. Those subscribers whose year of NEWS BULLETINS service will end at that time will receive a Renewal Blank with that issue. The blank will be their only notice of expiration. It must be returned promptly to prevent a lapse in receipt of the weekly BULLETINS. After the issue which contains the Renewal Blank, no further GEOGRAPHIC NEWS BULLETINS can be sent until renewal has been requested.